

# **APPENDIX A**

## **HOW WE CAN GROW SMARTER**

### **LAND COVER CHANGE PROBLEM:**

#### **SMART GROWTH INTRODUCTION MATERIALS**

##### **Intermediate-Advanced Level**

## **Growth Trends in Maryland**

“In Maryland development has been enormous, particularly in the Baltimore-Washington corridor. In the last two or three decades development has virtually filled in the 30 miles that separate these two cities. And the pace of development shows no signs of slowing down. This animated graphic, taken from a video put together by the University of Maryland Baltimore County (UMBC) and the U.S. Geological Survey, illustrates better than any words the spread of development in the Baltimore-Washington corridor from Colonial times to the present.

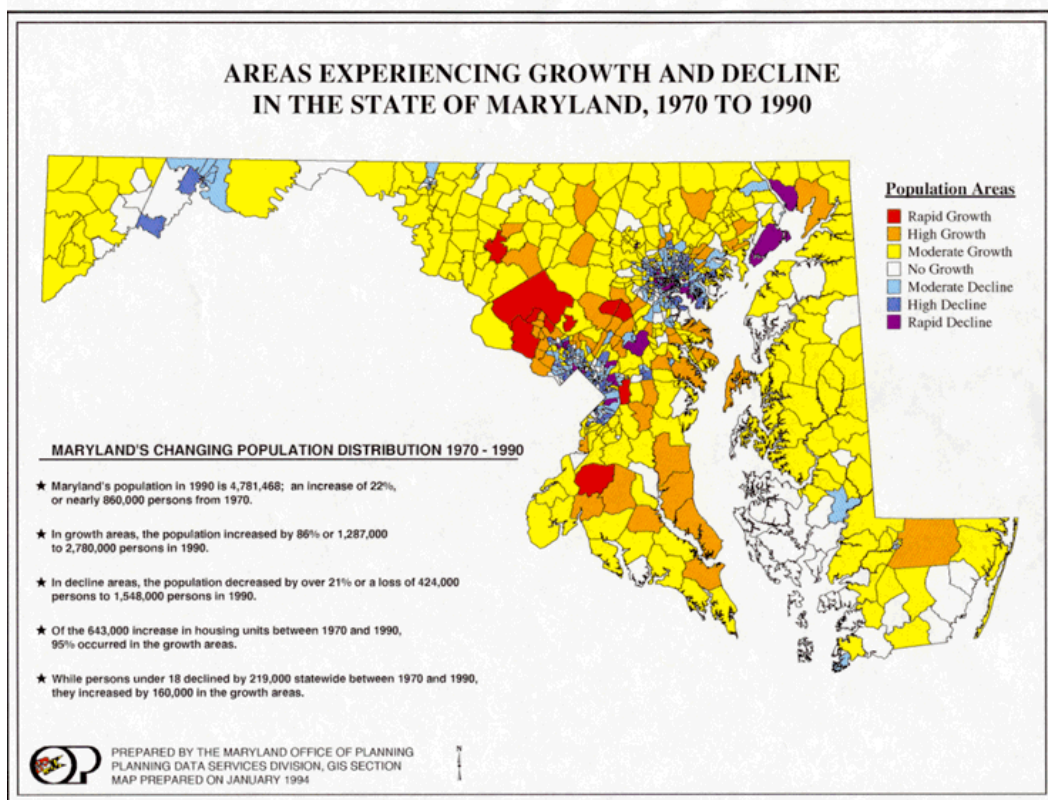
What is happening in Maryland is by no means unique. Consider the trends and the pressures that have happened in Maryland over the past 25 years prompting Governor Glendening to propose his Smart Growth initiative:

- Maryland has gone from a State born of agriculture to a state with an economy based on business, industry and high technology as well as agriculture.
- From 1970 to 1995 Maryland's population grew by 25 percent from 4 million to 5 million.
- During those same 25 years the population of our suburbs has skyrocketed.
- The Baltimore suburbs have grown by 67 percent ... the Washington suburbs by 72 percent.
- At the same time families are smaller. The average household size in Maryland in 1970 was 3.25 people per household. By 1990 that was down to 2.67 and is projected to drop to 2.43 by 2020.

That means we now must build more housing to accomodate population increases than we had to in the past.

- That trend, in turn, is compounded by a desire of homebuyers for larger and larger lots. The average residential lot size in Maryland in 1985 was just over four-tenths of an acre. By 1993, the average lot size was nearly six-tenths of an acre, yet the size of the families on those bigger lots was actually smaller. That has obviously made land development less efficient and fragmented our farms and forests.
- It is obviously harder and more expensive to provide sewer, water, roads and other services to such far-flung developments.

- Such growth has had a tremendous impact on our transportation network. In 1970, 12 million vehicle miles were traveled each year in Maryland. By 1990 - just 20 years later - that number more than doubled to 28 million miles. That not only contributes to air pollution, which in turn pollutes the Chesapeake and its tributaries, but it creates a never-ending demand for more asphalt.
- Moreover, much of this new development is single use development ... residential only ... or commercial only. The mixed use development that still gives our older towns and cities their distinctive character has been forgotten. And with that has come a lost sense of place. The result: rush hours that in many places now run from 6 to 9 every morning and from 3 to 7 every evening. In some areas the rush hour seems to last all day. (If any of you have been to Washington lately and have driven on the Maryland half of the Capital Beltway, you do not need these statistics to understand the severity of the problem.)
- Our rapid growth in Maryland shows no signs of slowing down. Projections indicate that by the year 2000, we will have an additional 300,000 people living in Maryland .... by 2010, 700,000 more .... and by 2020, 1.1 million more people living in the State ... building homes ... using highways ... needing schools ... libraries ... police protection ... sewer ... water ... and fire services.



- Unfortunately, while Maryland as a whole has continued to grow, certain areas of the State have suffered declining populations. Particularly around the urban areas of Baltimore, Washington, Cumberland. This abandonment has had a serious effect on our cities and towns. In the last four years alone, Baltimore City lost more than 50,000 residents. The city's population ... once nearly a million strong ... is now close to 650,000 and continues to fall. We have all seen our

urban areas suffer from blight. It robs the city treasuries of their tax base and city residents of job opportunities. The money needed to support good schools housing and road improvements ... or to fight crime and other social problems just isn't there.

- In the Appalachian Mountains of Western Maryland, the railroad and coal mining city of Cumberland today has only half the population it had during World War II. Instead of developing where the roads and schools and bus systems already exist ... homes are springing up on dairy farms outside of Frederick ... or in corn and soybean fields on the outskirts of Eastern Shore towns.
- If the growth patterns that have been in place in Maryland over the past 25 years do not change ... Maryland could virtually abandon its great and historic urban centers while consuming a half million acres of farmland.
- If we do not change our ways ... we will consume nearly one quarter of a million acres of forests ... which not only provide habitats for birds, deer and other wildlife but which are also critically important for public recreation and for the water quality of our rivers and bays.
- In Central Maryland alone ... if these trends continue .... Maryland could use up as much land for development in the next 25 years as it has used in the entire history of the State!" <http://www.op.state.md.us/smartgrowth/growing.html>
-